

# ROSWELL DAILY RECORD

DEMOCRATIC IN POLITICS.

C. E. MASON Business Manager  
GEORGE A. PUCKETT Editor

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### YOAKUM TALKS OF THE FARMERS AND RAILROADS.

Shawnee, Okla., Aug. 18.—Before the Farmers' Union of Oklahoma in session here, B. F. Yoakum, of the Rock Island-Frisco Lines last night delivered an address, taking as his subject "The Farmers and the Railroads."

During the course of his address he spoke of the large amount of money uselessly expended on canals and rivers, but disclaimed any intention of opposing their improvement for water transportation.

Political extravagance was condemned strongly, and he opposed the policy of building up a huge army and navy, saying that the cost of one 12-inch gun would reclaim 1,571 acres of land and that the cost of one discharge of all the guns of our navy would reclaim over 4,000 acres of land, providing homes for 500 families. He earnestly approved of the building of good roads. The following are extracts from Mr. Yoakum's address:

#### The Farmers and the Railroads.

"The farmers and the railroads are natural partners. The first thing inquired about by an investor in new railroad securities is the character of the country which the road will serve. If it can be shown that the territory to be served by the new railroad is a good farming country, the greatest trouble in finding the money to build has been overcome. On the other hand, the first question a farmer seeking a location in a new country asks is, 'What are its railroad facilities?' The farmer must have the railroad and the railroad must have the farmer. Their interests are inseparably linked. The prosperity and success of one depends upon the prosperity and success of the other, moreover the prosperity of all business is dependent on the farmer, for the farm is the basis of the nation's credit and wealth."

I do not come to you to tell you

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better be threshed out between the representatives of the two interests direct, than through political channels. We should not depend upon the professional politician, whose interest too often is to create prejudice against corporations and against all commercial and financial enterprises, regardless of whether they are honest or dishonestly conducted.

I believe in organization. It is the only way to accomplish good results. This is a nation of organized interests, and under proper management the country is better off because of them. When your products leave you they are taken by the railroads which are organized. They then go to the manufacturers, who are organized, and when they reach you again as a finished product they come from mercantile organizations. The producers of all this great wealth and wealth-producing products represent the only link in the chain that is not strongly and concretely organized.

The business methods of the country are undergoing an evolution, and one of the most important problems

nila Bay. Maneuvers at sea while crossing the Pacific will also be held by the ships. The fleet will remain in the Orient, visiting various Chinese and Japanese ports, until the latter part of next February, when it will return to the Pacific Coast for target practice at Magdalena Bay. The ships will return to the Mare Island and Bremerton yards for repairs in May or June of next year. This will be one of the most extensive cruises ever taken by the Pacific fleet.

A special line of bargains in City property for this week. No trouble to show property. We want to sell and can not sell unless you look at our bargains.—Title & Trust Co. 431f

TERRITORY OF NEW MEXICO.—OFFICE OF THE SECRETARY.—CERTIFICATE OF COMPARISON. I, Nathan Jaffa, Secretary of the Territory of New Mexico, do hereby certify that there was filed for record in this office at nine o'clock a. m. on the nineteenth day of July, A. D. 1909

Articles of Incorporation of THE ALTUS, ROSWELL AND EL PASO RAILROAD COMPANY, (No. 6042.) and also, that I have compared the following copy of the same, with the original thereof now on file, and declare it to be a correct transcript therefrom and of the whole thereof.

GIVEN under my hand and the Great Seal of the Territory of New Mexico, at the City of Santa Fe, the Capital, on this 19th day of July, A. D. 1909.

NATHAN JAFFA, Secretary of New Mexico

EDWIN F. COARD, Assistant Secretary.

Articles of Incorporation of the Altus, Roswell and El Paso Railroad Company.

KNOW ALL MEN BY THESE PRESENTS:

That we, the undersigned, all of whom are citizens of the United States and a majority of whom are residents of the Territory of New Mexico, do this day voluntarily associate ourselves together for the purpose of incorporating and organizing a railroad corporation, under chapter one, title 39 (Railroad and Express Companies) compiled laws of New Mexico, 1897, and do declare:

I. Corporate Name.

The name of this corporation is and shall be THE ALTUS, ROSWELL AND EL PASO RAILROAD COMPANY.

II. The Purposes for Which it is Incorporated.

(a.)—The purposes for which this company is incorporated are and shall be the survey, location, construction, maintenance and operation of a railroad beginning at the east line of Chaves County, adjoining the west line of the State of Texas at a point approximately due east of the City of Roswell, New Mexico, and running in a westerly direction to and into the city of Roswell, Chaves County, New Mexico, and which line is more particularly defined and described by reference to map or profile on file in the office of the Secretary of the Territory of New Mexico, at Santa Fe, New Mexico.

(b.)—The building of bridges, side tracks, stations and all other equipment necessary to properly construct said road for the safe operation of trains thereover.

(c.)—To operate trains over said railroad when constructed, for the purpose of and to accommodate passenger travel and freight shipments.

(d.)—To buy, hold, sell, mortgage and otherwise acquire and dispose of real estate necessary and proper for the purposes of said corporation.

III. The Principal Place of Business of Said Company, in New Mexico, and the Agent Upon Whom Service of Process Shall Be Made.

The principal place of business of said company in New Mexico is and shall be at Roswell, Chaves County, New Mexico, and the agent upon whom service of process may be made is Robert Kellahin, who has also been appointed treasurer of said corporation.

IV. The Term for Which Said Corporation is to Exist.

The term for which said corporation is to exist is and shall be fifty years from the date of the filing of these articles of incorporation with the secretary of the Territory of New Mexico.

V. Number of Directors.

The number of directors of said company shall be and the names and residences thereof are as follows: Edward Kennedy, Houston, Texas. William V. Kennedy, Houston, Texas. Robert Kellahin, Roswell, New Mexico.

James A. Graham, Roswell, New Mexico.  
G. A. Richardson, Roswell, New Mexico.  
Edgar L. Bedell, Roswell, New Mexico.  
George T. Veal, Roswell, New Mexico.

VI. Terminus of Railroad.  
The present terminus of the said railroad shall be at Roswell, Chaves County, New Mexico.

VII. Capital Stock.  
The amount of the capital stock of this company is and shall be \$1,500,000, divided into 15,000 shares of \$100.00 par value each.

VIII. Amount of Capital Stock Subscribed.  
The amount of the capital stock of ally subscribed is \$90,000.00 and is subscribed as follows:

NAME	SHARES
Edward Kennedy	42,950
William V. Kennedy	42,950
Robert Kellahin	1,000
James A. Graham	100
G. A. Richardson	1,000
Edgar L. Bedell	1,000
George T. Veal	1,000

IX. Line of Road.  
Said railroad constructed by said company begins at the east line of Chaves County, at the west line of the State of Texas, and runs a distance of 90 miles west to and into the City of Roswell, Chaves County, New Mexico. More particularly described on the map on file with the Secretary of the Territory at Santa Fe, New Mexico.

X. The Paid in Capital Stock.  
That more than ten per cent of the capital stock to-wit: \$10,589.95, has been paid to Robert Kellahin, of Roswell, New Mexico the Treasurer of said company.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands this 26th day of April, 1909.

EDWARD KENNEDY,  
WILLIAM V. KENNEDY,  
GEORGE T. VEAL,  
JAMES A. GRAHAM,  
ROBERT KELLAHIN,  
EDGAR L. BEDELL,  
G. A. RICHARDSON,

Territory of New Mexico, county of Chaves, ss:

On this 26th day of April, 1909, before me personally appeared Edward Kennedy, William V. Kennedy, Robert Kellahin, James A. Graham, G. A. Richardson, Edgar L. Bedell and George T. Veal, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed same as their free act and deed.

IN WITNESS WHEREOF, I hereunto set my hand and affix my seal on the day and year in this certificate first above written.

J. C. GILBERT,  
Notary Public, Chaves County, New Mexico.

My Commission expires October 29, 1909.

Territory of New Mexico, County of Chaves, ss:

AFFIDAVIT.  
Personally appeared before me, personally known to me, Robert Kellahin, who, being duly sworn, says that he is the treasurer of THE ALTUS, ROSWELL AND EL PASO RAILROAD COMPANY, elected and appointed by the subscribers and holders of stock of said company, and affiant further says under oath that there has actually been subscribed \$1,000.00 for each mile of said road described in said company's articles of incorporation, and that more than ten per cent of said capital stock so subscribed, to-wit: \$10,589.95, has actually been paid in.

ROBERT KELLAHIN.  
Subscribed and sworn to before me this 19 day of June, 1909.

(SEAL) GEO. E. FRENCH, Notary Public.

My commission expires on the 21st day of November, 1909.

State of Oklahoma, County of Jackson.

CERTIFICATE  
Be it remembered that on this 15th day of July, 1909, personally appeared to me personally known, A. B. Thurston, who first being duly sworn says that he is the Chief Engineer of The Altus, Roswell & El Paso Railroad Company, and as such engineer, surveyed the said Railroad Company's line from Roswell, New Mexico through the County of Chaves and to the west line of the state of Texas approximately due east from the city of Roswell in said County of Chaves, and that he made the estimate of the cost of construction of said railroad and the amount which represents the

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capital stock of said company in the Territory of New Mexico and as shown in its Articles of Incorporation, to-wit: \$1,500,000.00 was an estimate carefully made by him of the cost of construction of said road and that the said amount is actually required for the purpose of said company.

A. B. THURSTON,  
Subscribed and sworn to before me this 15 day of July, 1909.

(SEAL) S. A. BRYANT, Notary Public, Hall County, Texas.

My Commission expires May 31, 1911.

ENDORSED:—  
Number 6041: Cor. Rec'd Vol. 5, Page 625. Articles of Incorporation of The Altus, Roswell and El Paso Railroad Company.

Filed in office of Secretary of New Mexico, July 19, 1909, 9 a. m.

NATHAN JAFFA, Secretary.

Compared E. F. C. to O.

TERRITORY OF NEW MEXICO.—OFFICE OF THE SECRETARY.—CERTIFICATE OF COMPARISON. I, Nathan Jaffa, Secretary of the Territory of New Mexico, do hereby certify that there was filed for record in this office at nine o'clock a. m., on the nineteenth day of July, A. D. 1909

Certificate of Non-Liability of Stockholders of

THE ALTUS, ROSWELL AND EL PASO RAILROAD COMPANY, (No. 6042.)

and also, that I have compared the following copy of the same, with the original thereof now on file, and declare it to be a correct transcript therefrom and of the whole thereof.

GIVEN under my hand and the Great Seal of the Territory of New Mexico, at the City of Santa Fe, the Capital, on this 19th day of July, A. D. 1909.

NATHAN JAFFA, Secretary of New Mexico.

EDWIN F. COARD, Assistant Secretary.

Certificate of Non-Liability of Stockholders of the Altus, Roswell and El Paso Railroad Company.

KNOW ALL MEN BY THESE PRESENTS:

That we, the incorporators of The Altus, Roswell and El Paso Railroad Company, do hereby certify that no stockholders shall be liable for unpaid stock, and no liability shall result on account of any stock issued by this company to any stockholders

other than that provided by law, and we further certify that this certificate is made under the provisions and in accordance with Section 23, Chapter 79 of the Laws of New Mexico, 1905, and the provisions of which law, we, as incorporators, claim the benefit.

IN WITNESS WHEREOF, the parties hereto have hereunto signed their names this 26th day of April, 1909.

EDWARD KENNEDY,  
WILLIAM V. KENNEDY,  
ROBERT KELLAHIN,  
EDGAR L. BEDELL,  
JAMES A. GRAHAM,  
G. A. RICHARDSON,  
GEORGE T. VEAL.

Territory of New Mexico, County of Chaves, ss:

On this 26th day of April, 1909, before me personally appeared Edward Kennedy, William V. Kennedy, Robert Kellahin, James A. Graham, G. A. Richardson, Edgar L. Bedell and George T. Veal, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed same as their free act and deed.

IN WITNESS WHEREOF, I hereunto set my hand and affix my seal on the day and year in this certificate first above written.

(SEAL) J. C. GILBERT, Notary Public, Chaves County, New Mexico.

My commission expires October 29, 1909.

ENDORSED:—  
No. 6042: Cor. Rec'd Vol. 5 Page 625. Certificate of Non-Liability of Stockholders of The Altus, Roswell and El Paso Railroad Company.

Filed in office of Secretary of New Mexico, July 19, 1909, 9 a. m.

NATHAN JAFFA, Secretary.

Compared E. F. C. to O.

### RAY HILL BAGGAGE & TRANSFER

Will give you prompt service on all light hauling and right prices.

PHONES 31 and 221.

## PROGRAMME

Y. P. S. C. E. and B. Y. P. U. ENTERTAINMENT

At the Christian Church, To-Night, Aug. 19, 8 p. m.

PIANO SOLO.....	Miss Emma Shearman
READING.....	Miss Lela Lanham
VOCAL SOLO.....	Mr. Robt. Rucker
VIOLIN SOLO.....	Miss Eva Nelson
PIANO SOLO.....	Miss Halie Manning
READING.....	Miss Lucile Dickson
VOCAL SOLO.....	Mrs. Hinds
WHISTLING DUET.....	Miss Matheny and Mr. Darr

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how you should run your farms, nor to discuss uplift theories of country life, but to exchange views and to promote intelligent co-operation. We can by working together, accomplish more for our common good than by working apart and relying upon the politicians to establish all governing conditions.

The things most needed by the farmer and the railroad, but which are neglected to the detriment of both are a better acquaintance and closer working relations. These mutual benefits can be attained through the officers of the Farmers' Union, representing the producers, and the officers of the railroads, representing the carriers, dealing directly with each other.

In discussing matter of mutual interest, we must not be surprised if differences occur. Many controversies will arise before important questions can be settled, but they can

is the proper regulation of the railroads. I am on record so often and so earnestly in favor of fair regulation by the government, that it is almost unnecessary for me to repeat what I have so frequently stated publicly, that the corporations of the country should be so regulated as to prevent discrimination or injustice to the public, giving equal and fair treatment to all, with favoritism to none.

This country now needs what our forefathers used in laying its foundation—a lot of old-fashioned common sense. Good judgment and fair dealing are found more generally among the farmers than in any other occupation, and when they earnestly take hold of public questions they will occupy a place in our political structure that will make their good judgment and fair conclusions felt more and more in solving the relations of the government and its institutions.

Railroad construction has practically been abandoned. There is no great construction under way, and no encouragement for the near future. This is the one disappointing sign of the country's future growth and prosperity. New railroad construction is just as essential for the great development that should take place in the next 25 years as it was in the last 25 years.

If I were asked to name the most effective way to check this country's growth, I would say, stop railroad construction for a few more years, and our country will become a nation of industrial decadence.

Pacific Fleet Cruise.  
Seattle, Aug. 18.—Seattle harbor was the rendezvous today of the first and second squadrons of the Pacific fleet, and after a stay of ten days here the vessels will leave on a long cruise that will extend to China and Japan.

Leaving this port on August 28, the ships will proceed to San Francisco for ammunition and supplies. They will leave for Honolulu about September 5, and then proceed to Ma-



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such as we serve and you'll laugh at old kind of hot weather. As a thirst quencher it beats any other drink on earth or anywhere else.

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